

ITCA AGM February 11th,2017
Sequim Bay Yacht Club, John Wayne Marina
Minutes

Attendees: Dale Dunning (President), Craig Burnell (Treasurer), Doug Bolling (International Measurer), Jaime Storkman (fleet 1, #9 Fandango), Gary Davis (#1008 Swan), Steven House (Fleet 1, #1062 Rooster), Ed Josberger (Fleet 1, #1020 Snowbird), Joe Daubenger (Fleet 33, #242 Dorado), Ken Adams (Fleet 13, #900 Sunday), Roy Sherman (Fleet 13, #900 Sunday).

Via teleconference: Wendy Loat (Secretary), Sean Kane (Vice President)

Meeting Called to Order 1:33 pm

Minutes from last meeting were accepted as presented on the ITCA website..

Treasurer's Report

ITCA 2016 Financial Report

1/1/2016 through 12/31/2016 **Beginning Balance \$3,961.93**

Date	Description	Amount
INCOME		990.00
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Income		990.00
EXPENSES		-176.05
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Usps		-17.80
Usps		-28.25
Usps		-130.00
OVERALL TOTAL		813.95
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	Ending Balance	\$4,775.88

Measurers Report

No new boats, but several inquiries on existing registrations.

It is acceptable for the requirements of weight and sail measurements for the 2017 international Thunderbird race to use past written certificates from previous events as long as there have been no changes to the sails or boats. The new forms still need to be filled out and including any new information and signed by a measurer.

The requirement for 3 gallons of gas also applies to boats with propane motors, except it is 3 gallons of propane.

The measurer said that today the technology exists to build a Thunderbird hull with resin or epoxy and fiberglass without a mold by using a Flat panel assembly, vacuum bags and a long table. This got a lot of attention, because making TBirds cheaper could revitalize the class.

Fleet Reports

Fleet 1 – Gig Harbor

Members have enjoyed the May sailing Series in Gig Harbor. Preliminary planning has begun to have the 2018 TBird Rendezvous in Gig Harbor as this will be the 60th anniversary for the Thunderbird. A check for \$200.00 will be sent to Fleet 33 to fund the international race.

Fleet 2 - Seattle

Seattle is in a low spot for active boats and events. They are giving thought to hosting the regionals in October - maybe PSSC – next year

Fleet 5 - Boston

We have been very busy here in the North East. Activity on the race course has really ramped up in the past few years. Our Thursday night series was our most attended with 10 boats hitting the line. New Phoenix, Desperado and the return of Atomic Salsa were great additions to the fleet. Sante and Flying Gull shared the podium on 9 of the 10 races series. Sante came out on top when the results were tabulated.

Our weekend races started out slow with only 3 boats making it to the Lipton Cup. From what I hear the racing was extremely close with many races seeing multiple lead changes, but Flying Gull went 5 for 5 in sweeping the regatta. Mysterious Ways and Rockit got the door prizes.

Next was the A regatta that Thunderbirds have attended since the early 60s. Sante, Mysterious Ways, and Flying Gull all got a taste of victory in the 3-race series. 6 boats competed and racing was close again. In the end Sante took the top spot by 2 points and Mysterious Ways and Flying Gull tied for second.

After a few weeks breather, we were right back out there for our Spirit Series. Savin Hill put on a great regatta with 7 boats lining up at the start. Again, Sante Mysterious Ways, and Flying Gull each tasted victory in the 5-race series. Sante did prevail by taking 3 of the 5 races.

Overall the season was a great success. Two more boats have arrived to add to the 10 that were active this season. And as of this writing final negotiations are being made to bring another boat into the fleet.

A big shout out goes to Steve Kavanagh on Mysterious Ways who takes advantage of our very short season by entering almost every race on the Massbay schedule. I think he has won PHRF D class 7 years in a row. He is keeping the class visible and people have noticed.

Many might be interested as what our very small fleet has done to give an old class new life. 3 Years ago Ryan Murphy of Tank throughout the idea of a guest skipper series on Friday nights. I think we had about 5-6 boats available, and he put the word out to a group of Boston sailors. Ryan really had a finger on the pulse of the big Wednesday night fleet in Boston that sailed on the big boats. They are a great group of sailors that never turn down an opportunity to sail. And the biggest key to this whole thing is they were young! I am talking 30 years old(young). We put our little fleet out there in the capable hands of young sailors and the boats and one-design sailing did the rest.

After every race the same question kept coming up. Is there any for sale? Unfortunately, these young guys are also allergic to wood. Their nearest boats that they would even consider had to be fiberglass and were located on Lake Ontario. At the time Fleet 5 had imported one boat from Toronto as longtime Thunderbird and builder Rick Bott delivered Wasted Knights/Jaws (now Tank) around 2012. The following year I rescued a woody Languette (now Sante) also from Toronto. At the time Chikanery #154 the boat to beat, so I put that boat for sale after 17 years and decided to start over with a new challenge.

A local guy did get Rockit around 2014 from Toronto. It turns out that he was offered a job in California two weeks later. With the boat sitting at Savin Hill and him leaving in less than a month, his fears were eased as multiple people were interested. And the questions kept coming. Are there more? The entire time we kept having our guest skipper nights and building momentum. In the fall of 2015 we as a fleet decided to pool our resources and buy a boat just to get it to Boston. We had no buyer at the time but took notes from the Rockit situation. "if we just get it here...it will work out." Desperado arrived and was sold within a month. Spring of 2016 came and I convinced my wife to go to Niagara Falls for her birthday. There was a slight detour to Toronto to pick up Breakaway as another young sailor from Boston closed a deal so he wouldn't have to ask is there more. The valet at the Marriot was not amused when we pulled up. Fall 2016 and by now my truck and trailer knew the route well. This time we were off to a destination a little bit further. The reason for the trip to Windsor Ontario was One Too Many (world champ 2011) was waiting for us. Parked at Savin Hill for a week and a bidding war was underway.

Throughout all this I have been wondering...why haven't I bought one of these for myself. Deep down I was really hoping One Too Many wouldn't sell. I do own a woody and while Sante is pretty much lights out right now I think it is time... However, it did sell, and I told myself I got one trip left in me. Thus, the final negotiations that are underway are not for a fleet boat, but my next one. So once again after owning the boat to beat, a new challenge is underway.

Someone is going to get a nice boat. Maybe I won't tell them it is wood.

I must say that I never would have imagined that our small fleet would be changed so drastically in a few years. Ryan really had a feel for what was happening in Boston. The key has been to find these buyers among the crew of these big boats. Give them the tiller and just watch what happens. You are not going to convince some owner of a J109 to buy a Thunderbird, but his crew that does one thing and sits on the rail just might.

I know there will be discussion about keeping the Internationals going again in 2019. Boston is up for the challenge.

Good luck to the fleets that remain and keep inviting more and more young blood out on these great boats.

Sean Kane
Formerly Chikanery #154
Currently Sante #875 and Hopefully Strange Device #1240

Fleet 13

5 active boats and expect most to come to the 2017 international race.

Fleet 33

13 active boats enjoying local racing and expanding to more racing in the sound. The port has allowed the TBirds moor on one dock which gives the class a better presence.

The big story is the planning for the 2017 Thunderbird International Championship Regatta. Everything is on schedule. The announcements, race committee, plan for moorage, NOR and the race week schedule of events are complete.

Old Business

International Championship Seed Money – A motion was presented, seconded, and passed that directed the treasurer to issue a check for \$1000 to the Port Townsend Fleet for seed money to help fund the regatta.

A discussion was had on the Pacific NW Regionals. Due to the magnitude of the Internationals it was felt that we could pass on the regionals this year. The Seattle fleet suggested they may be willing to host next year as a part of the PSSC Regatta in October.

New Business

2019 Internationals - A motion was presented, seconded and passed to sanction the 2019 Internationals to the Boston Fleet. All were in favor.

Future of ITCA - A discussion followed about bringing more focus on the membership and ideas to bring more value to members. It was suggested that more direct communication on a regular basis as well as a periodic newsletter would be a big help.

The ITCA needs more stories and pictures of fleet events to feed our WEB presence to entice future members. It was suggested that we take our story to Facebook.

Election of Officers - Gary Davis was nominated and approved as Treasurer for the next three years.

Officers are now:

- Dale Dunning – President (Term ends 2017)
- Sean Kane – Vice President (Term ends 2018)
- Wendy Loat – Secretary (Term ends 2017)
- Gary Davis – Treasurer (Term ends 2019)
- Doug Bolling – Int'l Measurer (Life sentence)

Meeting adjourned 3:05 pm.